RTIP ID# *(required)* 32300

Project Description *(clearly describe project)*
At SR60/Nason St IC – Modify/reconstruct IC & Nason St from Elder to Fir: Realign EB, WB exit plus EB & WB entry ramps, add EB & WB ramp HOV lanes and add aux lanes.

Type of Project *(use Table 1 on instruction sheet)*
Reconfigure existing interchange

County	**Narrative Location/Route & Postmiles** Riv-60- PM 17.8/19.5 (KP 28.7/31.4)
Riverside	**Caltrans Projects – EA#** 32300

Lead Agency: City of Moreno Valley

Contact Person	**Phone#**	**Fax#**	**Email**
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Hot Spot Pollutant of Concern *(check one or both)* **PM2.5 X** **PM10 X**

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

X	**Categorical Exclusion (NEPA)**	**EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	**Other**

Scheduled Date of Federal Action:

Current Programming Dates *as appropriate*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	Complete	Jun 2005	Oct 2006	Dec 2007
End	Complete	Nov 2007	Nov 2007	Sep 2008

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*
The ramp interchange improvements are proposed in order to improve freeway access following the completion of new developments planned in the vicinity of the Nason Street interchange. In addition, the existing ramp geometrics are non-standard when compared to current design guidelines. The main purpose of this project is to reconstruct and realign the Nason Street/SR-60 interchange ramps to improve traffic operations and reduce anticipated congestion along Nason Street due to potential future traffic demand. Population growth in the City of Moreno Valley along with planned and proposed developments will result in a substantial increase of daily trips along Nason Street in the vicinity of the interchange.

Daily traffic volumes are projected to reach about 39,000 vpd (vehicles per day) in the year 2025 along Nason Street just south of the Nason Street/SR-60 interchange. This is an increase of about 490 percent from current levels of approximately 8,000 vpd. Without this project, the Nason Street/SR-60 interchange will experience a significant increase in congestion, resulting in the deterioration of traffic operating conditions, occurrence of a potential traffic safety problem and evolvement of a critical roadway system bottleneck. Furthermore, the proposed interchange improvements are necessary to maintain adequate access to the new Riverside County General Hospital and to accommodate planned residential and commercial development in the area.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*
Primary land use adjacent to the interchange is residential and is expected to remain the dominant use through the design year. Adjacent land to the north is single family residential and adjacent undeveloped land on the south is in varying stages of conversion to single family residential. One major retailer recently developed a site south and slightly west of the interchange.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

NO ADDITIONAL THROUGH LANES ARE BEING CONSTRUCTED WITH THIS PROJECT
Opening Year Build / NO Build Scenario LOS (Peak HR) EB SR-60 (west of Nason) = C
Openng Year Build / NO Build Scenario LOS (Peak HR) EB SR-60 (east of Nason) = B
Opening Year Build / NO Build Scenario LOS (Peak HR) WB SR-60 (west of Nason) = C
Openng Year Build / NO Build Scenario LOS (Peak HR) WB SR-60 (east of Nason) = C

SR-60 West of Nason St – AADT(cars) = 57161, AADT(trucks) = 10976, % Trucks = 16%
SR-60 East of Nason St – AADT(cars) = 53970, AADT(trucks) = 10288, % Trucks = 16%

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

NO ADDITIONAL THROUGH LANES ARE BEING CONSTRUCTED WITH THIS PROJECT
Horizon Year Build / NO Build Scenario LOS (Peak HR) EB SR-60 (west of Nason) = D
Horizon Year Build / NO Build Scenario LOS (Peak HR) EB SR-60 (east of Nason) = D
Horizon Year Build / NO Build Scenario LOS (Peak HR) WB SR-60 (west of Nason) = F
Horizon Year Build / NO Build Scenario LOS (Peak HR) WB SR-60 (east of Nason) = F

SR-60 West of Nason St – AADT(cars) = 85839, AADT(trucks) = 16686, % Trucks = 16%
SR-60 East of Nason St – AADT(cars) = 83127, AADT(trucks) = 15866, % Trucks = 16%

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT
Opening Year Build Scenario –SR-60 EB Ramps / Nason St: LOS (AM/PM) = (A/A)
Opening Year Build Scenario – SR-60 WB Ramps / Nason St: LOS (AM/PM) = (B/B)
Opening Year NO Build Scenario –SR-60 EB Ramps / Nason St: LOS (AM/PM) = (F/C)
Opening Year NO Build Scenario – SR-60 WB Ramps / Nason St: LOS (AM/PM) = (C/C)

Nason St north of SR-60 - AADT(cars) = 3876, AADT(trucks) = 133, % Trucks = 3%
Nason St south of SR-60 - AADT(cars) = 11988, AADT(trucks) = 332, % Trucks = 3%

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT
Horizon Year Build Scenario –SR-60 EB Ramps / Nason St: LOS (AM/PM) = (F/F)
Horizon Year Build Scenario – SR-60 WB Ramps / Nason St: LOS (AM/PM) = (B/C)
Horizon Year NO Build Scenario –SR-60 EB Ramps / Nason St: LOS (AM/PM) = (F/F)
Horizon Year NO Build Scenario – SR-60 WB Ramps / Nason St: LOS (AM/PM) = (F/F)

Nason St north of SR-60 - AADT(cars) = 5720, AADT(trucks) = 200, % Trucks = 3%
Nason St south of SR-60 - AADT(cars) = 16451, AADT(trucks) = 533, % Trucks = 3%

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*
Project area is experiencing population and traffic growth common to entire city of Moreno Valley. Current and expected growth adjacent to the interchange is primarily residential (in contrast to commercial and industrial expansion in other parts of the city). As indicated in the preceding boxes, level of service for the build condition will improve in the opening year and will deteriorate more slowly in the build than in the no-build condition. Diesel truck traffic is not expected to increase as a result of this project.

Comments/Explanation/Details *(attach additional sheets as necessary)*
This project is an "interim" project in which the on and off ramps are constructed to ultimate configurations, but the Nason Street Overcrossing is not yet widened and additional through lanes along SR-60 are not constructed. And therefore along SR-60, the Build / No Build Scenarios for Opening Year and Horizon Year are considered the same.

The project would serve to improve traffic flow along Nason Street for several years until additional funds are available to widen / replace the overcrossing to its ultimate width of six lanes and the widening of Nason Street can also be constructed. Preliminary studies to widen / replace the existing overcrossing and street widening are underway, but the design and construction of these projects are several years away.